DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 18, Number 1; Winter 2001

EXPO 2000

DETAILING PART 2

CAR & DRIVER ON TNN

DMC
California
DLRN ONE

EUROFEST 2001

A gala event in Belfast celebrating the DeLorean's twentieth anniversary
Thursday, May 24th through Sunday, May 27th

Sponsored by the DeLorean Owners Association and the DeLorean Owners Club of the UK

HASTINGS EUROPA hotel

If you have not received your invitation to Eurofest 2001 yet, call (805) 964-5296.

DeLoreanWorld

DeLorean World, Volume 18, Number 1; Winter 2001

website: www.delorean-owners.org

ON THE COVER
A stop on the Lake Mead Rallye.
Photo by Dave Johnson.

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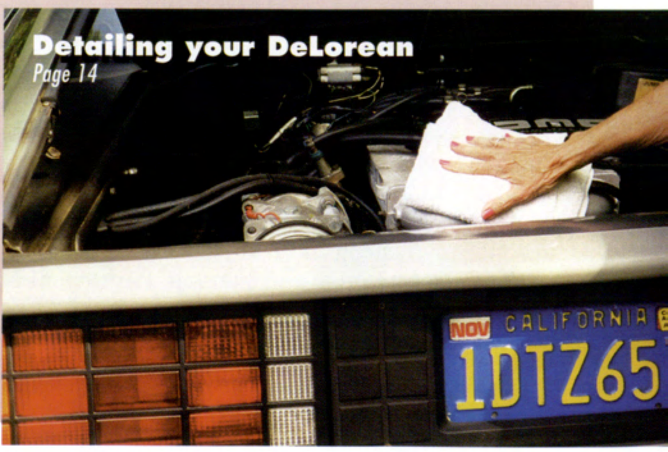

Detailing your DeLorean
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PRESIDENT'S MESSAGE

By Linda Porter

2001 … the start of another year, and a momentous one for the DeLorean. The first DeLorean automobiles made their debut twenty years ago this year, and it's an event worth celebrating. Everyone likes to observe special anniversaries, and when a car turns twenty years old, and still looks as stylish and up-to-the-minute as the day it came off the assembly line, believe me … THAT is special! My own car will be twenty years old this year. I bought it fifteen years ago, when it was almost five years old and I love to see the amazement registered on people's faces when I share that information with them.

Sure, the car shows a few signs of age; after all, I have driven it in all kinds of traffic on all types of roads. But compared to many cars that aren't nearly as old, my DeLorean looks great and has aged less than I have in the last fifteen years!

There will be no shortage of ways to mark this important anniversary. Many DeLorean Owners Association members will want to include a trip to Northern Ireland and a visit to the place where their cars originated. Twice during the 1990's, Robert Lamrock of Belfast, has planned successful events in his city. This year, to mark the twentieth anniversary, he has once again put together an event that promises to surpass the others. Robert spoke at the Saturday evening banquet at Expo 2000 in Las Vegas. After his presentation there was a large, enthusiastic show of hands when he asked the group who among them planned to attend Eurofest 2001. You can find out more about him when you read his interview in this issue.

Among the many events he has included is a reception at the House of Parliament and what will probably be the last chance to take a drive on the actual factory test track. This is a fitting and appropriate place in which to celebrate the DeLorean's twentieth year and I have marked off the last weekend in May as my first opportunity to celebrate this anniversary.

During the year, there will be plenty of opportunities to show DeLoreans at local car shows and parades. As I've noted in the past, owners are taking the time to attend more and more of these types of events, and I couldn't be happier about that. Regional groups are already making plans to get together to show off their cars.

In this issue of DeLorean World, members Ken and Chris Koncelik share their experiences at the Evansville, Indiana My Classic Car Autofest. The weekend they describe sounds action packed. The Konceliks are busy, enthusiastic members who attend many car events throughout the year, showing their DeLorean and meeting other DeLorean owners. In addition, they have organized two very successful DeLorean shows in Ohio.

If you weren't able to attend Expo 2000's Road to Rio, you'll want to read about it in this issue. If you did attend, you'll want to read about it and see if we remembered the same things! I hope I remembered to write about your favorite event or Expo experience. Every year, my favorite memories are of the many friendly people I meet at Expo. This year was no different. Las Vegas is always an attraction and this year we saw people in attendance that we hadn't seen since the last time we met in Las Vegas!

Those of you who remember Rodger Vannatter and his article about buying his DeLorean several issues back, will enjoy reading his report of his latest DeLorean adventure. Rodger drove his car from his home in Kentucky to take part in a Car and Driver production filmed in Nashville, Tennessee. It's always interesting to see and read about all the behind-the-scenes work that goes on in television and Rodger has a way of telling a story and making me feel I'm right there.

We also have another DeLorean service bulletin and the continuation of the car detailing article. Just the thing to read and keep handy this year. After all, your DeLorean will need to look it's best this year while you are showing it off and bragging about it's becoming twenty year old Classic.

CALENDAR OF FUTURE **CAR EVENTS**

Does this list of events seem biased toward the Southwest? Well, we can only print information on events that we know about. If you would like your area of the country to be better represented, PLEASE send us information about what is happening in your area – especially if you or your group is planning on participating!

2001 marks the 20th anniversary of the DeLorean. It is good for all of us to have our cars seen in parades and shows. Even if you think that your car isn't 'show quality', it will draw a crowd of admirers. Deadlines for DeLorean World are Dec. 15th for issue #1, March 15th for #2, June 15th for #3 and Sept. 15th for #4. – Hank and Mimi Breer

Location *(state, city / town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

MARCH

17

Various — **Saint Patrick's Day Parade** Many cities around the country hold parades. Call your local Chamber of Commerce and inquire. Remember, DeLoreans were built in Northern Ireland.

17

So Cal — **Saint Patrick's Day Parade** For info on parades in Hermosa Beach, San Diego, or Ventura, contact Mimi Breer, mbreer@ix.netcom.com or 626/798-6279

23-24

New Orleans, LA — **11th Annual New Orleans British Car Days** Reception Friday Night, Participant's Choice Car Show, Autojumble & Awards Banquet on Saturday. Contact British Motoring Club email: haroldor@bellsouth.net. Phone 504/486-5837, Fax 504/821-7961

24-25

Pleasanton, CA — **19th All American Get-Together** Pleasanton Fairgrounds Goodguys goodguysgoodtimes.com

31-1

Lake Havasu City, CA — **2001-A River Run** All British Marque Event Friday 6-10 p.m. Reception, Saturday a.m.: Funkahana & People's Choice Car Show, Saturday p.m.: Fun Rallye w/lunch on route, Saturday. 6:30 p.m.-? Dinner Buffet, Sunday 9-2 Car Show at London Bridge Island. Holiday Inn, Havasu City. Sponsored by Southern California MG Club. Hotel Reservations 520/855-4071. Registration (before Mar 1 - $25, after Mar 1 - $35 additional cars $10 ea) info Gina 626/355-9406 or Mimi mbreer@ix.netcom.com or 626/798-6279

APRIL

5-8

Charlotte, NC — **Charlotte Autofair 2001** Flea Market and Car Corral Thursday through Sunday, Antique, Classic, and Special Interest Car Show on Saturday. Rods, Customs and Trucks displayed Saturday and Sunday. Marque car club exhibits Saturday and Sunday, Special Automotive Exhibits and Auto Art. Food Vendors. Lowe's Motor Speedway (Hwy 29 10 miles N of Charlotte). For info M-F 9-4 call 704/841-1990.

6-8

Palm Springs, CA — **7th Annual Car Classic** *7th & 8th* Cruise and car show 400+ cars on Palm Canyon Drive (downtown Main Street) *8th* Concours d'Elegance 300+ cars (O'Donnell Golf Club on the fairway) *6, 7 & 8* Spectrum Classic Car Auction Sponsored by the City of Palm Springs. Info palmspringscarclassic.com. Phone 760/966-6940, Fax 818/255-0619

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Victorville, CA — **Shake, Rattle and Roll Down Route 66** Car show and Poker Walk. Gates open 9:00 a.m., Poker Walk at 9:30, Show & Shine car show at 10:30, Trophies at 2:30. Also model car contest, raffles and 50/50. Pre-register $20 by April 12 and get an appreciation trophy, Day of Show also $20, but no trophy. Victor Valley College 18422 Bear Valley Rd. 760/949-8101 or 760/240-2522 or crisell@aol.com.

MAY

6

Costa Mesa, CA — **Strawberry Sunday Fun Fest** Spotlighting Red and White cars w/red interiors. All Cars Welcome! The Orange County Marketplace at Costa Mesa Fairgrounds. Info: 949/723-6663

12

Monrovia, CA — **Monrovia Days Annual Parade** Join other DeLoreans in this, our 5th year of participation. No Fee! Free Pancake Breakfast! Info Mimi 626/798-6279 or e-mail mbreer@ix.netcom.com.

18-20

Laughlin, NV — **River Cruise 2001 Spring Run** "Cruizen for college scholarship fundraiser" Open to all vehicles. Poker Run, Daily 50/50 Drawing and much more. AVI Resort and Casino. Info 520/768-2197 or 520/768-6026

24-27

Belfast, Northern Ireland — **EuroExpo 2001** The European DeLorean Event. Info: 1-23-261-1780 or roblamrock@aol.com.

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La Cañada/Flintridge, CA — **Memorial Day Parade** Following the parade, join us for a backyard BBQ. This is an annual event for the Association and usually is held in conjunction with a Board meeting, but this year, most of the Board will be in Belfast. If you can't go to Ireland, come to Altadena. Contact Mimi Breer, 626/798-6279 or mbreer@ix.netcom.com

JUNE

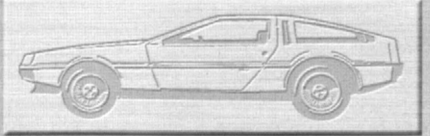
9

San Juan Capistrano, CA — **Taste of San Juan Capistrano** A Classic Car show, taste of San Juan Capistrano and Artisans Faire. All grass parking. Artisan Fair and Food available from local boutiques and restaurants. Raffle prizes, 50/50 drawing and live entertainment. Sponsored by Marriott's Brighton Gardens Assisted Living and Saint Margaret's Episcopal School and Hosted by Car Quest Promotions. Info: Louise Bent 949/498–2703 or Roger Lovett 949/248–8855.

THE DELOREAN RUNS IN THE FAMILY

Member Dick Lash of Delaware poses in his DeLorean while his granddaughters Jennifer and Erin pose in theirs.

DELOREAN STORE



Happy 2001 from your new Products Director!

My husband, Dave and I are the most recent additions to the Association's board of directors. We are very proud of our DeLorean, as well as our son Trevor's. As a two DeLorean family, we have always been enthused about the wide range of exciting products that Marcie Haug has offered the members.

So, when she was explaining that she needed a rest from the job of Products Director, I said I would gladly take over. So now that I have, I realize what a major responsibility it is. My thanks to Marcie for making the transition so painless.

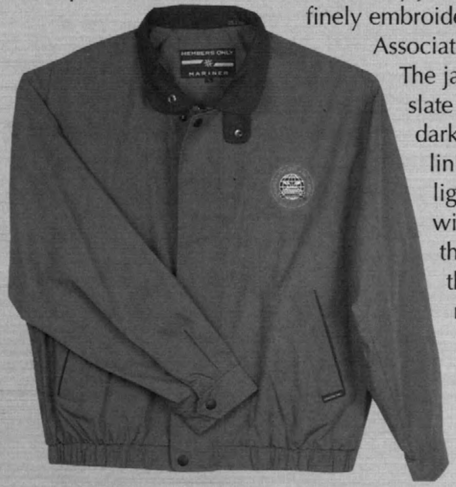
I would like to start a policy where all of the products we advertise in the magazine are pictured, so this is the new format for the DeLorean Store ad. But, make sure to visit our website for many more products.

Julie Johnson
Products Director

ALUMINUM THERMAL
DELO

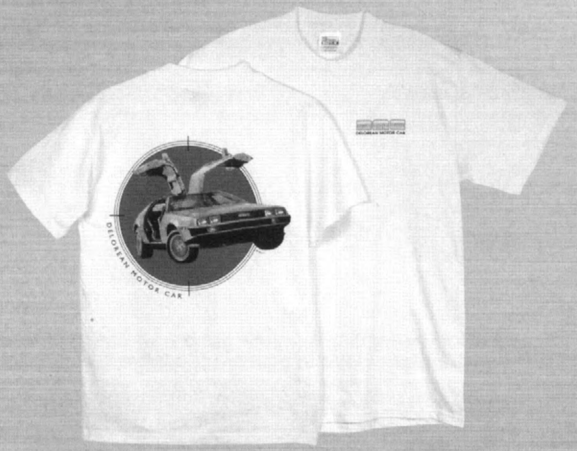
Hi Tech Bottle - This 22 ounce, take-along bottle is not only space age looking but it is extremely functional. The aluminum insert is surrounded by a clear plastic shell to insulate the beverage and you. A clear plastic, hinged cap protects the drinking spout. It even has a built-in precision thermometer to tell you the temperature of your beverage. Add to that an imprint of your favorite car and you have a real winner. **$15.95 each, two for $30.95, three for $45.95, four for $59.95**

"Members Only"Association Jacket - As you know,Members Only is just about the top of the line when it comes to jackets. Their quality is exceptional. Here is a Members Only jacket with a finely embroidered Association logo. The jacket is a slate gray with dark blue lining. A great, lightweight windbreaker that will take the chill off raceday. **$60.00**



Stainless Steel Travel Mug - What could go better with your DeLorean than this stainless steel beauty. It has a 16 ounce capacity and is vacuum insulated. The sturdy, removable cap can be opened for drinking or sealed to guard against spills when you go from 0-60 in 3 seconds. A DeLorean is imprinted in black on both sides. **$19.95**

Flying DeLorean T-Shirt - There simply isn't a wilder DeLorean T-shirt anywhere. The full color graphic, on the back, of the flying DeLorean is a true work of art. A small DMC is printed on the front. White. 100% cotton. **$15.00**



3 Button Henley T-Shirt - This shirt is the same as our Flying DeLorean T but it has the added 3-button Henley styling. **$25.00**

DELOREAN MOTOR CAR

Official Association T-Shirts - These tastefully-designed shirts subtly make the point that you are a DeLorean owner and a member of the prestigious DeLorean Owners Association. Poly-cotton. **$12.00**

Official Association Sweatshirts - When you're ready to work up a sweat, this is the shirt you'll want to put on. Choose from black, white and silver. The Association logo is on the front. Poly-cotton. **$25.00**

DELOREAN OWNERS ASSOCIATION
OWNERS ASSOCIATION
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DELOREAN OWNERS ASSOCIATION

All shipping charges listed on DeLorean Store website. Add 7% sales tax for CA residents.

(805) 641-3161 www.deloreanstore.com

The DeLorean Store website features many more products that you can order on line.

DeLorean service bulletin #60

Compliments of DeLorean Motor Company, **DELOREAN WORLD** obtained most of the early service bulletins issued by the factory but they were never published. This is the last of this collection. We will publish an index of all of the bulletins in our next issue.

VEHICLES AFFECTED: **FROM VIN 560**
TO VIN 3385

SUBJECT: **A/C HIGH PRESSURE RELIEF VALVE**

ACTION:

We would ask Dealers in the following states to modify cars they have sold A.S.A.P.

The modification entails the fitting of a high pressure relief valve in the A/C system.

STATES AFFECTED

Connecticut
District of Columbia
Idaho
Kansas
Louisiana
Maryland
Indiana
Oklahoma
Texas
Utah
Virginia
Washington
North Dakota

PRECAUTIONS TO BE TAKEN

Always wear protective goggles when opening a refrigeration circuit.

The liquid or gas can cause permanent blindness.

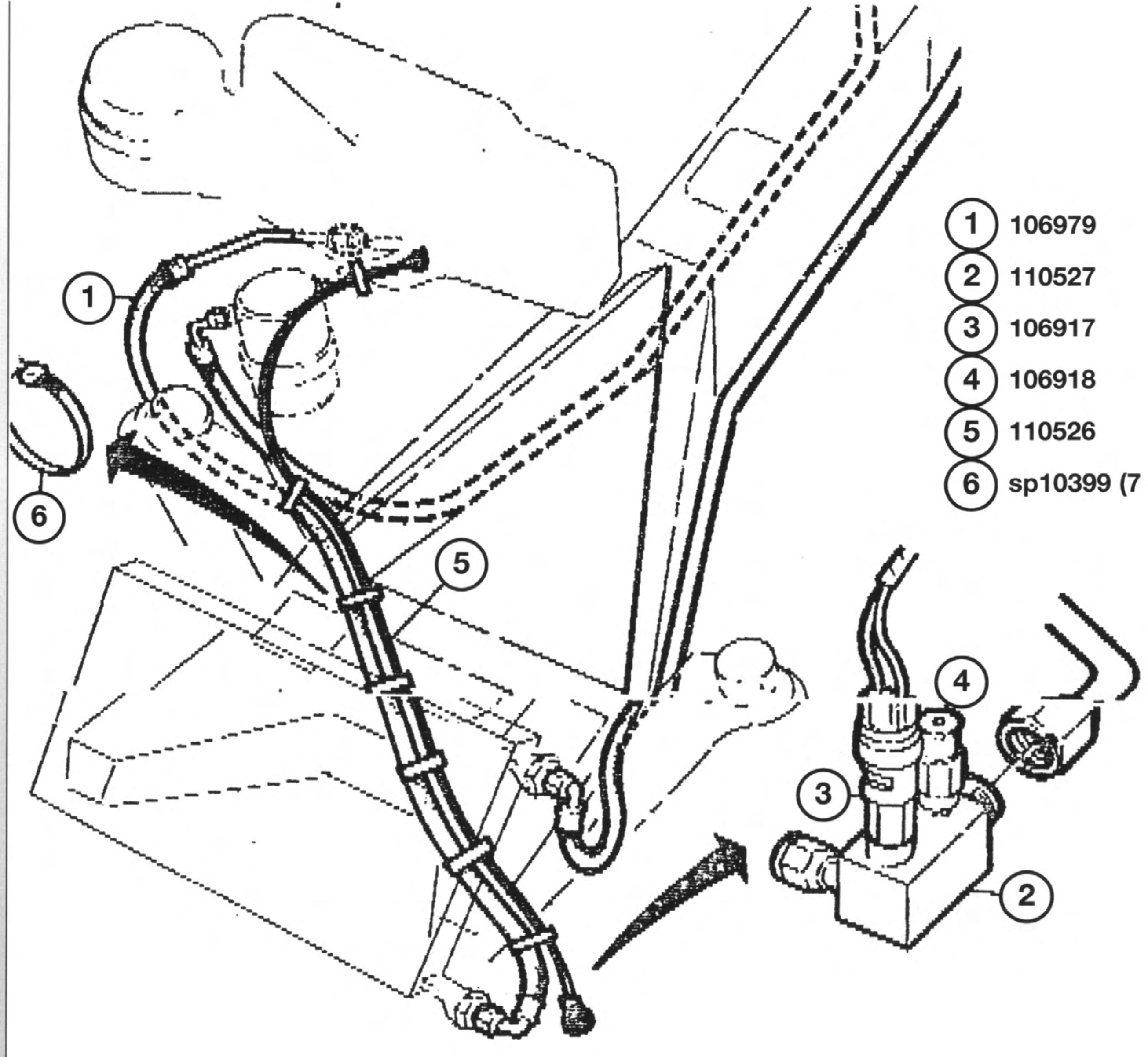
- Never smoke in the vicinity of a freon circuit
- Never breath in R12 refrigerant.
  If heated, it forms phosgene which is a poisonous gas.

FITTING PROCEDURE

- Discharge A/C system.
- Disconnect liquid line (1) at condenser and plug line.
- Lubricate threads and "O" ring with refrigerant, oil and fit adapter (2) along with pressure switch (3) and relief valve (4) to condenser and torque lighten to 17NM.
- Remove blanking cap from liquid line and connect pipe to the adapter. Torque tighten to 17 NM.
- Connect up electrical harness (5) to pressure switch and route harness along liquid line.
  Clip as per illustration.

Passing harness behind accumulator and through the grommet containing A/C pipes, into passengers footwell and make the electrical connection.

- Remove existing label from A/C compressor stating charge in system is 2.75 lbs and fit label part number 110810 changing charge specification to 2.5 lbs.



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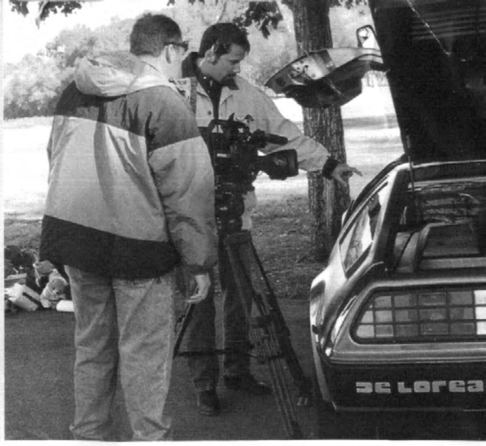


CAR and DRIVER on TNN

by Rodger I. Vannatter, Catlettsburg, KY (Vin #6962), edited by Catherine E. Vannatter

Does anyone ever consider what it takes to create the show *Car and Driver*? Audiences have probably not given the production behind the episodes we watch much thought. Viewers merely sit back and enjoy, thinking how the show provides up-to-date information on new and old cars in an entertaining way. After participating in *Car and Driver*, however, I came to understand the complexity of the show—it involves more than "just filming the cars." Behind the scenes, a professional organization of people dedicate themselves to providing the most intense and factual investigative report on every car presented.

Fortunately for me, when RTM Productions got in touch with the Delorean Owners Association requesting a proprietor of a Delorean within traveling distance of Nashville, Tennessee, to use on the show, they asked if I would be interested. Jumping at the chance, I eagerly said, (with some ego taking control) "Yes, I'll go to Nashville and do the show!"

Nashville lies about 450 miles from my hometown. At first, I considered trailering my Delorean to the destination. A good friend confirmed that the car would arrive in good shape, on time, and without stress using this method. Biting the bullet, though, I chose to drive the car in order to prove the worth of the Delorean (well, and because I love driving it every chance I get). Jokingly I remarked, "If I should have a problem and breakdown on the way, I could call and have them film me on the side of the interstate; reluctantly confirming those 'non-believers' of the car's reliability to travel long distances." Needless to say, the car performed smoothly as always, humming the entire way. The car performed well during the shooting for the show. Overhearing positive remarks by the production and film crew made me aware that some of the rumors and misconceptions of the car were being dispelled in their minds. I love Deloreans and felt good to be able to help remove some of the bad rap it has received over the years.

After my arrival, the filming began with the crew: [Chris Mullen, Producer; Greg Simmons, Videographer; and Chris Runyon, Production Assistant]. We began at 8:00 a.m. with a drive to the first shoot location, a park area outside of Nashville. The sun rose clear with no chance of rain in sight. The temperature rested in the mid-70's alongside the backdrop of a beautiful, blue sky.

I emptied the car of my collective traveling mess, those things necessary for feeling at home while in our cars (an umbrella, a camera, books, maps, loose change, Delorean One bears, tools, luggage, a cooler, snacks, etc.). I regretted that the car had not had the preparation for shooting that I would have liked, although, the production crew commented on its remarkable good shape and even lent a hand with the spray cleaner and towels. After all, I drive (and enjoy) the car regularly, never storing it on a pedestal nor admiring it as a non-functional piece of machinery art.

Acceptable clean up completed, we moved the car to the best light and background position, directed by Greg, the videographer. The camera, surprisingly, saw the car as if painted (original Deloreans have merely a sleek stainless steel body).

The sun produced a smooth skin appearance on the reflective stainless steel denying its lack of paint, required relocation of the car and manipulating the camera angles to reveal its true, brushed metal exterior. We spent the next hour or so filming the engine compartment, the interior, and the internal areas of the boot. We again repositioned the car to film it at full length from the front, rear, and sides (both with the doors and all compartments opened and closed).

The crew's interest and enthusiasm over the car and its quality impressed me. After some talk of the features of the car and a general history discussion, Jim Scoutten, *Car and Driver* Senior Producer, host and emcee, arrived. We were introduced and chatted about the Delorean, other cars, and a plan for the remainder of the day's shooting. Scoutten, using his personal style, began to film the introduction for the opening of the segment featuring the Delorean. Upon completion of his portion, he remained for a friendly visit and some photographs, and then returned to the studio and his other filming projects. We spent the next twenty minutes filming myself with the car, and I answered questions from the Producer, Chris Mullen. I wished I could have better prepared for the questioning period; and I have tried to remember what I said but (like the viewers) I will have to wait until the airing of the show. Secretly hoping that I would not embarrass the DeLorean Owners Association and other Delorean owners, I felt confident Car and Driver would represent me well.

We next filmed the "on-the-road" shots. Traveling on a four-lane highway with the videographer in the rear of a van traveling in front of me, I followed behind in the opposite lane. When the van signaled to change lanes, I countered by likewise switching lanes. This continued for several miles and we repeated it about six times back and forth to perfect the shot in this wooded area of Tennessee.

DMC
CAR DRIVER

The crew from RTM Productions goes to work. From left, Chris Runyon, Production Assistant; Chris Mullen, Producer; Greg Simmons, Videographer. Below: from left, Rodger I. Vannatter and Jim Scoutten - Senior Producer for RTM Productions

After lunch, we relocated to a remote countryside area, a farm community with a winding two-lane rugged road. We then proceeded with an intensive series of tests to demonstrate the road handling capacities of the car.

I first drove the car out of sight of the crew and then approached the camera at a safe and comfortable speed, finally continuing out of sight again. We completed about eight to ten takes of this shot. During the filming I could not cross the middle-line in the road nor could I use the brakes on the disappearing shots. Extremely safety conscious, the crew would not film me entering the car for a startup without me first securing my safety belt. I did not need to be reminded of that since I practice this habit at home (having a pilot's license and children teaches you this!). We transferred to a second location and repeated the same type of shots about four or five times.

At yet another place, we filmed the car moving towards the camera from a standing start using maximum acceleration. I would continue driving out of sight, then return achieving a high but safe speed, to a quick stop within twenty feet of the camera. As in the previous shots on the winding road, they wished to see the flow of the car in close changing curves and the stability in lift (in acceleration, dipping, and swaying in the full, quick stop). Anxious to see the video, I anticipate the car will demonstrate no maneuvering problems except those created by the driver.

Lastly, the crew mounted a small camera on the side body of the car focusing on the right front wheel. The crew intended to record the movement of the car negotiating the curvy country road and showing the handling capability and stability of the car's suspension. This session covered about three to five miles. Stopping, the crew shifted the camera to the top center of the car just over the windscreen, focusing on the road just over the top of the front fascia—once again giving a birds-eye view of the stability and handling of the car. Pleased, I overheard the cameraman and the production manger talking positively about how steadily the car performed, without the expected shaking and instability. I thought to myself, "I knew that all along. The car handles as well as any car I have ever driven—it has a true, steady response."

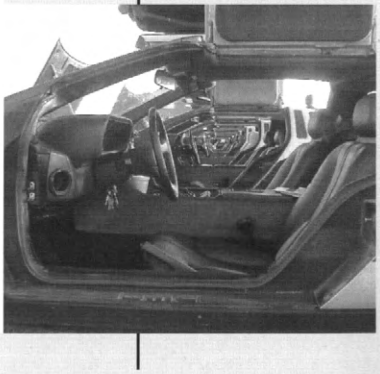
That concluded the shoot and the end of a wonderful fun day with the Delorean. I was a little tired but exhilarated and pleased with the way the car performed. The comments of Chris Mullen after driving the car reflected the same enthusiasm and love of the car that I exuded after having a "behind the wheel" experience, especially one on an up-and-down winding backcountry road. My sincere thanks to Chris Mullen, Greg Simmons, and Chris Runyon for all their assistance and for making me feel at home while working with them that day. I left sensing a closer bond to my car, and the pleasure of making new friends, who also love cars of quality. Rarely do I meet people with the knowledge, passion, and excitement about their work as exhibited by the crew of RTM Productions.

It takes time to prove a good thing. Twenty years approaching is now showing the world that John Delorean's ideas, his foresight in car designs, and the Delorean automobile he produced in 1981-1983 demonstrate his brilliance towards innovative and creative car development. Since that time, enthusiastic Delorean owners and the majority of the world car enthusiasts are now coming to realize the integrity of the Delorean. The Delorean is doing exactly what it was designed to do: provide the average sports car lover with a car built to survive and one encompassing great handling capabilities and dependability (with the regular maintenance afforded any piece of fine machinery) for many, many years to come. We, as Delorean owners and drivers, know the joy and are "Living the Dream."

The DeLoreans are Back in the Headlines again

Story and photos by Ken and Chris Koncelik

Left to right, Chris Koncelik, Show Promoter Dennis Gage and Ken Koncelik.



This sure has been a year full of media coverage for the DeLoreans. There have been a number of DeLorean articles and pictures in magazines and newspapers along with John Z. himself announcing the two new cars and his watch endeavor at the Cleveland Show.

The events seem to be full of new and younger members all eager to share their experiences with the older members and vise versa. The latest event I was able to attend was the *My Classic Car Autofest* in Evansville, Indiana on October 13th –15th.

The Weekend began with a Cruise In on Main Street that even caught the event sponsors by surprise. The number of cars were unbelievable and parking, almost impossible. The DeLoreans made quite an impression when we went down Main Street together (6 of us that night). People stopped and we had an audience as they were yelling, "There is the Back To the Future Car" or "Is that a DeLorean" only to look and see 5 more behind. It was quite a sight. We all parked then walked around.

My wife Chris and I managed to get lost (actually everyone else got lost and we were ok) and we wandered around for about an hour before we all met up with the group again. The cars were all lined up on Main Street. This is the first time cars have been allowed there since it was redone with paving bricks and a lot of landscaping. It is normally closed to traffic. There were lights on the trees and all of the shops were open. The cars were awesome and I was amazed by the rare cars that were just parked along the street sitting there together with thousands of people wandering by.

The group had dinner at a Korean restaurant. We were late and decided to go elsewhere for dinner since the rest of the folks were almost done but they all said they would come along anyway. John Schultz made me take one of his walkie-talkies (he didn't want to get lost again) and off we went.

We ended up at Logans and the food looked so good that they all ordered another dinner. Stuffed, we went back to the Red Roof Inn owned by (you guessed it) a DeLorean owner. Bob Dunn had his DeLorean, a concourse worthy 234-mile car, for sale last year at the MCC show and after talking to the other DeLorean owners went over and took off the sign and started to enjoy the car. It now has 779 miles and is still like new. He gave us a great deal on the hotel.

We came from all over with the farthest traveled being Bruce Benson from St. Paul. Other states represented included Ohio, Illinois, Indiana, Kentucky and as mentioned, Minnesota.

By morning we were 8 cars strong and at 8:00 headed for the Autofest Show. We managed to make it all together and as we arrived, people began to gather around us. Once we parked and got registered, Dennis Gage, the originator of My Classic Car, came by and said to all of us that now the show can officially begin because the DeLoreans had arrived. He went on to say that we had become a "Tradition" at the show.

We lined all of the cars up and were joined by three more local

continued on page 33...

MEMBER PROFILE

Robert Lamrock
Belfast, Northern Ireland
Interview and photo by David Knudson

If you have been to an Expo in recent years, chances are good you have met Robert Lamrock. If you have read even the last two issues of DeLorean World, you have read at least one of his articles.

Robert is a very active member of the Association and is about to produce Eurofest 2001, the third Association event in Northern Ireland. The first two were highly successful and this year's promises to be bigger and better than ever.

In addition to his talents as an event coordinator, he is one of the most knowledgeable people I know regarding the history and manufacture of the DeLorean. I have consulted with him several times on some of the most esoteric points and he always knew the answer.

Robert's interview with John DeLorean at his Bedminister estate was published in DeLorean World several years ago and remains one of the best. In addition, his "Back From the Future" video captures the DeLorean saga much better than the mainstream media ever did.

HE WAS BORN AND RAISED IN THE NORTH COAST VILLAGE OF PORTRUSH, NORTHERN IRELAND WHERE HIS PARENTS WERE IN THE HOTEL BUSINESS.

He points out that in those days, hotels were quite different than today. They were really large guest houses — no swimming pools, spas and tennis courts. With 60 rooms, however, their facility was considerably larger than my idea of a guest house.

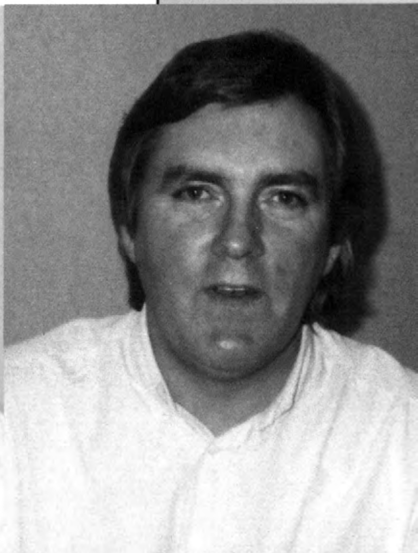
Robert watched how hard his father and mother worked in the hotel, claiming their lives at an early age, and he decided he had no desire to carry on the family business. "They wanted to hand it down to my brother David and I but it was very stressful," Robert recalls.

Instead, he went to Coleraine Academic Institution where his ability in rowing took him to the Irish Rowing Championships. However, his original interest in electronics and computer hardware waned and he was off to Ravensbourne College of Modern Design in London where he got a degree in television production. Robert cringes when he recalls how demanding his classes were, "It was very tough but they were real world. When I graduated, I was ready."

Ravensbourne's reputation for turning out qualified students was renown so he went right to work for Cablevision as an assistant producer. After that stint, he worked in theater productions in London, as a commercial photographer in Toronto, and then he was offered a job with the CBC in Toronto.

Unfortunately, he only had a tourist visa for Canada so, they couldn't hire him. But, when he flew back to Belfast to get the proper papers, he discovered there was a 9 month waiting period. This was during the worst of times in Northern Ireland and just about everyone wanted out. So much for that CBC job.

Robert decided to stay in his homeland and make the best of it. His first job was with RTE, the state television broadcasting firm. Then, he was on to the BBC as a researcher. Clearly, television had become his chosen career. His position as researcher was followed by that of a studio floor manager for Ulster Television, the firm where he still works. He is now Senior Director. (Those of you attending Eurofest, ask him about his days covering Bill Clinton for the news.)



ROBERT'S INTEREST IN SPORTS CARS CAME EARLY.

He likes to say his interest in sports cars goes back to when he was three years old. His father left young Robert in his Jaguar with the engine running. Yes, he removed the hand brake. Yes, he plowed into a wall. After that experience, his driving skills improved considerably until he ended up with a DeLorean in 1991. However, his initial interest in the DeLorean marque actually began back in 1981.

Robert's cousin worked at the factory as the secretary to Joe Daly, the Finance Director, and Robert was invited to a factory open house held for employee's families. On this day, he toured the factory, got a close up look at the cars and met John DeLorean. He was being bitten by the bug.

Not long after that, John brought the first production car into the studio at Ulster Television where Robert was floor manager at the time. The purpose was an interview for the evening news but he recalls it was very difficult because dozens of staff members kept milling around trying to get a better look at the car. But, it was nearly a decade before Robert had his own DeLorean, and the story of how

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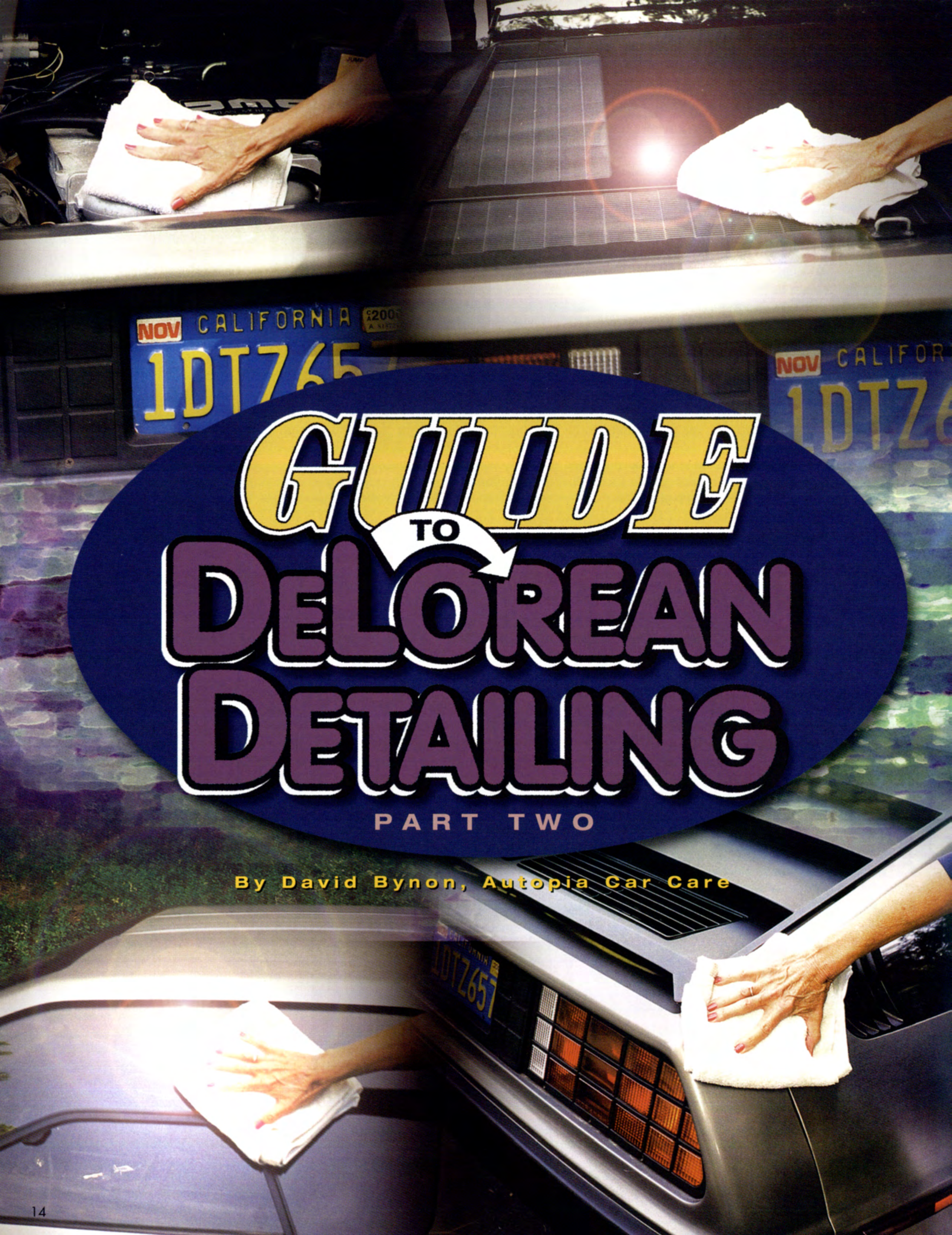
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GUIDE TO DELOREAN DETAILING

PART TWO

By David Bynon, Autopia Car Care

I have come to know and respect David Bynon through our mutual affiliation with the Porsche Owners Club. He is extremely knowledgeable on automobile detailing and authors an extensive website on the subject under his company's name, Autopia Car Care.

These are tips, recommendations, and advice that he has compiled that I know everyone will learn from – even the most avid detailers.

David's website can be found at www.autopia-carcare.com.

In this and the preceding issue of DeLorean World, we published:

1. *Detailing Chemistry*
2. *Washing*
3. *Tire and Wheel Care*
4. *Detailing Glass*
5. *Leather Care*
6. *The Myth of Saddle Soap*
7. *Engine Detailing*
8. *Final Detailing*
9. *Repairing chips in the paint of your second car*

– Dick Shipman, Technical Director

FINAL TOUCHES - GLASS

A close inspection may reveal dirt build-up in the corners of your windshield around the trim. To remove this caked on gunk, use an old toothbrush or detailing brush with your spray cleaner. Before cleaning, lay a towel at the base of the window to catch drips.

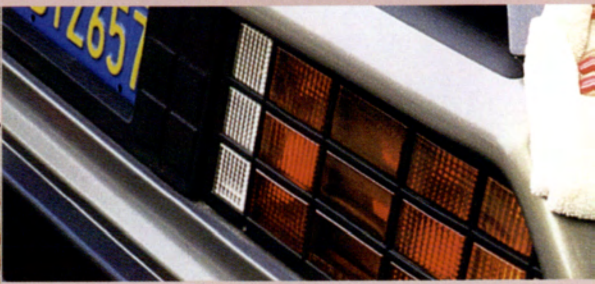
Spray your brush with window cleaner and shake off the excess cleaner. Use your brush to scrub along the trim, breaking loose the dirt. Use the tip of a cotton swab to reach underneath trim and remove trapped dirt. If your brush won't remove the build-up of dirt, use a sharp single edged razor blade to gently remove the dirt from your glass. Take care not to push your razor blade too far under rubber seals as this may cause leaks.

MICROFIBER CLOTH

Recently, the car detailing industry was introduced to a new cleaning cloth originally designed to clean semi-conductor manufacturing plants (often called "clean rooms"). The revolutionary new cloth is a polyester/polymide woven fabric that is non-abrasive and hypoallergenic. Soft like silk, yet tough as a bulldog, the cloth attracts dust, grime, oily films and salt residues, just like a magnet. The cloth's patented surface structure contains 90,000 micro fibers per square inch. These "micro-hooks" grab, lift, and hold dust and grime without the need for cleaning solutions.

When used damp on glass, the cleaning cloth, which we call the Miracle Towel, cleans windows by pulling dirt and oils into the cloth. The ultra fine structure of the Miracle Towel leaves exceptionally small water beads, which dry without spotting. For perfect glass, follow the damp Miracle Towel with a dry Miracle Towel. Your Miracle Towel can be used damp or dry. When used dry, it works like a chamois. The super absorbent weave holds up to seven times its weight in water.

To date, I have not found a cleaning product that can match the ease of use or result of the Miracle Towel. If you regularly maintain your windows, the Miracle Towel is the best over all substitution to chemicals and terry cloth drying towels. Unlike terry cloth or other cotton towels, the Miracle Towel will not leave lint or cause streaking. The Miracle Towel will not, however, remove sap, tar or hard water spots from your windows. These problems will still require the use of chemicals.



OTHER TIPS & HINTS

For long road trips and unexpected problems, keep a cleaning cloth in your glove box. I have found that the simplest solution to window cleaning away from home comes from P21S. P21S makes a product called Windshield Wipes, which are a sealed pouch containing a cleaning cloth and a drying cloth. The cleaning cloth has a strong cleaning solution that cuts through most glass problems.

Also, from P21S, I have found that P21S Windshield Wash Booster improves my wiper's ability to clean my windshield without streaking. The power of P21S Booster easily cuts through bugs and road grime.

LEATHER CARE

There are two important parts to caring for your leather interior: cleaning and conditioning. Since

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GUIDE TO DeLOREAN DETAILING

...continued from page 15

your leather interior is the most delicate surface of your car, it is necessary to clean and condition regularly in order to preserve it, protect it, and keep it smelling new.

Whether you're cleaning or conditioning, I recommend that you take one section at a time. This means, when you have applied your cleaner or conditioner to one area, fully wipe down that area then proceed to the next, and so on. This process ensures that you cover all areas thoroughly. Work on an area no larger than 2-3 square feet at a time.

HOW TO CLEAN LEATHER

Apply the leather cleaner of your choice, one section at a time and work the solution into a nice lather. If your leather is heavily soiled, use an upholstery (interior detailing) brush. When finished, be sure to remove all soap from the surface with a damp towel. Rinse and wipe several times, then dry the leather with a fresh, dry towel. By the way, water will not hurt your leather. Most leather is actually made (tanned) in water.

HOW OFTEN TO CLEAN LEATHER

If your DeLorean has a black interior, we recommend cleaning it 2-3 times a year. Gray will need cleaning more often, even as much as every other month, depending on how easily the dirt is revealed. In between cleaning your leather (every other time your wash your car), use a clean damp towel to wipe down the surface completely. This removes the dust and light dirt so it won't have a chance to work into your leather.

There are two cleaning factors that cause leather to wear. The first is dirt and the second is oil from your skin. The oil from your skin is actually the most damaging to your leather. This is particularly true if you wear shorts or a tank top, and have recently applied lotion or sun screen to your skin. Take this into consideration, also, in determining your cleaning schedule.

HOW TO CONDITION LEATHER

Apply the leather conditioner of your choice on one section at a time using a soft foam wax applicator. Work the conditioner in thoroughly. Allow the conditioner to sit (soak in) for a few minutes, then buff off the excess with a dry terry cloth towel. It's important to buff off the excess. If you allow the excess to stay, your seats will be slippery. After a few minutes of soak time, your leather has taken in all the moisture it can. The remainder will simply evaporate, leaving that milky cloud on the inside of your windows.

WHY CONDITIONING LEATHER IS SO IMPORTANT

Leather requires replacement of natural oils or it will dry out and crack. Conditioning helps to restore these natural oils and keeps the leather soft and supple. You will also find, particularly with Zymol and Pinnacle leather conditioners, that the smell of the leather will be enhanced. Remember how your car smelled when it was new?

HOW OFTEN TO CONDITION LEATHER

I recommend conditioning your DeLorean's leather once every 30-45 days depending on the climate in which you live. If you live in a climate that is humid, you won't have to condition as often as someone who lives in a dryer climate. However, a cold, dry winter in the East can deplete your leather of it's moisture causing it to dry and crack just like a hot dry summer in the West.

WHAT PRODUCTS TO USE TO CLEAN LEATHER

I recommend Lexol Spray Leather Cleaner and Pinnacle Leather & Vinyl Cleaner. Both work very well. Both are easy to use, and easy to rinse.

WHAT PRODUCTS TO USE TO CONDITION LEATHER

I recommend Lexol Spray Leather Conditioner, Pinnacle Leather Conditioner, Eagle One and Hide Food.

THE MYTH OF SADDLE SOAP

In the late 1800's the final tanning of leather required the talents of a "currier". This craftsman took a tanned but brittle hide and worked oils into it until the desired flexibility was obtained. This process was called fatliquoring. The fatliquor of choice was an emulsion of oil in soap. This "saddle soap" was not used as a cleaner; it was used as a softening conditioner.

In reality, saddle soap is a very poor cleaner. It must first dissolve it's own oils, limiting it's capacity to dissolve dirt and oils in the leather. Saddle soap is also inherently alkaline and alkalinity is damaging to leather. Another problem arises during application. Most saddle soap manufactures instruct the user to work the lather into the leather. Since loosened dirt is suspended in the lather, it is pushed back into the leather's pores.

Saddle soaps have long been replaced in tanneries by modern emulsions which penetrate, soften, and condition with greater ease and stability. The popular myth of saddle soap as a leather cleaner and conditioner remains modern folklore, and is not recommended.

ENGINE DETAILING

Did you know a detailed engine increases the resale value of your car? It's a well known fact that people who take the time and effort to detail their engines also take better care of their cars. Mechanics, too, realize that a clean engine belongs to someone who cares for their car, and they will take the time to do the repair or service work correctly.

Engine detailing is nothing more than cleaning the exterior of the engine and the engine compartment, and applying dressing to protect and beautify the engine. It's very easy to do, and requires no more than 45 minutes to an hour every couple of months.

The first step in cleaning your engine is to prepare your engine for getting wet. You must cover all sensors, the distributor, spark plug openings and electrical devices that have the potential for water accumulation (which could cause a short). Use plastic baggies to cover these items. Be sure to use tape or rubber bands to hold the plastic bags in place. You're only trying to prevent the majority of the water from getting in. It does not need to be watertight. The engine environment should already be waterproof. The baggies are just a precaution.

> I have not found a cleaning product that can match the ease of use or result of the Miracle Towel.

To loosen the grease accumulated on your engine and the engine compartment, start your engine and allow it to warm for a few minutes. The best temperature for cleaning your engine is warm to the touch, but not hot. If you're able to hold your hand to the engine without saying "ouch", then the temperature is just about right.

Now you're ready to apply your engine degreaser. I warn against the use of petroleum based cleaners in your engine compartment. While they quickly cut through grease and grime, they also deteriorate your rubber and vinyl components (not to mention what it does to our environment!). As an alternative, use a citrus-based cleaner. My favorites are P21S Total Auto Wash and Eimann Fabrik Engine Degreaser.

When applying your engine degreaser, it's best to start from the bottom and work your way up. This prevents the degreaser from dripping on you as you clean the underside areas. One important thing to remember, the engine degreaser will remove the wax from the painted surfaces of your car.

When you have applied your engine degreaser, be sure to wash any excess cleaner from the exterior painted surfaces of the DeLorean (some

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GUIDE TO DeLOREAN DETAILING

...continued from page 17

people like to spray these areas with water first). Depending on the amount of accumulated grease, allow the degreaser to soak on the engine for three to five minutes. Do not allow the degreaser to dry on your engine. For light to mild levels of grease, you will not need to use a brush on the engine and other surfaces. For heavy soil, you can use a long handled brush (parts brush) and car wash solution to provide additional cleaning action prior to hosing off the degreaser.

When you are ready to remove the degreaser, hose down the entire engine compartment and surrounding surfaces with plenty of water. If you're using a high-pressure nozzle be careful that you don't get the nozzle too close to the covered electrical connectors. Allow your engine to air-dry for several minutes before proceeding to use a towel to wipe down all accessible parts. Remove the plastic bags. The heat from the engine will assist in the drying process. However, do not allow the engine to air dry, as this will result in water spots. When dry, start your engine and allow it to run for a few minutes.

When everything is dry and your engine has cooled, you should apply a coating of rubber protectant to your hoses, wires, and plastic shields. To add a quick shine and protection to the painted surfaces in the engine compartment, use a high quality detailing spray wax. I highly recommend Eimann Fabrik Clear Pearl. Just spray it on all surfaces, and wipe up the excess with a clean terrycloth.

FINAL DETAILING

The contrast between your DeLorean's stainless steel and other surfaces are the details that set your car apart. For bright stainless steel, we recommend Auto Wenol or P21S Multi-Surface Finish Restorer (both from Germany) to add depth and brilliance. They are the best polishes we've found for chrome, aluminum, and stainless steel.

Black body and trim moldings should be dark, crisp, and clean. If the moldings are in good condition, use One Grand E.R.V. or Meguiar's #40 to dissolve wax residues, protect and add depth of gloss. If the moldings are sun-faded, abused or neglected, use Forever Black to restore the trim's black color. One Grand E.R.V. and Meguiar's #40 are deep-penetrating cleaners and surface dressings. Forever Black is a permanent dye.

Next, to remove wax residues from emblems, logos and crevices, use a soft detail brush sprayed with Meguiar's Final Inspection or Eimann Fabrik Clear Pearl.

Lastly, to give a quick sparkle to plastic tail light lenses, use a shot of Plexus. Plexus is a spray polish made for plastics. It works great as a protectant and polish on clear-coated wheels, too!

Most of our second cars are painted. In my opinion, this is the best instruction for chip repair there is.
Dick Shipman

PAINT CHIP REPAIR FOR YOUR SECOND CAR

You'd be hard pressed to find a car on the road that does not have paint chips and parking lot scratches. While good detailing practices can't prevent nicks and scratches, repairing them will restore your car's "like new" appearance. In this article, I discuss the methods I've used for years to repair chips and minor scratches.

WHAT'S POSSIBLE, WHAT ISN'T

Touching up small nicks and scratches is well within the skill of most do-it-yourself car enthusiasts. Some nicks can be quickly repaired with a small dab of touch-up paint, while others will require more time, effort and skill. It's important to know what you should and shouldn't tackle based on your knowledge of paint and tools.

By far the easiest colors to repair are black and white. Black and white are very forgiving on shade variations. Conversely, metallic paints (those with metal flakes) can be quite difficult to match perfectly.

Before you get started repairing nicks and scratches, you should know what to expect. Small nicks are easy to repair by filling the nick with paint, leveling the filled area, and buffing the repaired area to blend and restore luster. Repairing small scratches, from a key or shopping cart, is similar but more time consuming. Fixing a ding (a small dent which may or may not have a nick out of the paint) is not commonly possible by the do-it-yourselfer.

Here are some other things you should know:

1. If you know your car's factory code, you can purchase an exact color match touch-up paint from your local dealer. If you don't know the factory paint code, look in your owner's manual for the location of the code, or ask your dealer. If you have a late model car, chances are you will find a color match at your local auto parts store.
2. Use a small artist's paint brush (#2 is ideal) or a round, wooden toothpick to apply the touch-up paint, not the fat brush included with the bottle of touch-up paint.
3. Always test the touch-up paint for color match in an inconspicuous area.
4. The area to be repaired must be perfecly clean and free of wax and oils.
5. Don't attempt a touch-up if the temperature is below 60 degrees F.

Here's what you need to properly repair nicks and scratches:

1. Color matched touch-up paint
2. Automotive or metal primer
3. Citric acid based cleaner like P21S Total Auto Wash
4. Prep solvent (Prepsol) or denatured alcohol
5. Foam swabs (from electronics supply) or pop swabs containing alcohol
6. Meguiar's Unigrit Sanding Block and 600 grit wet & dry sand paper
7. Medium grit hand rubbing compound
8. #2 Artist's paint brush and round toothpicks (wood)
9. Cotton terrycloth towels
10. New Pencils with unused erasers
11. Rubber cement
12. Plastic cups
13. Blue masking tape (easy release type)
14. Large diameter paper hole punch (hand type)

THE PREPARATION PROCESS

Before applying paint, you must prepare the chip to accept paint.

Although paint may adhere for a while to a chip with rust, dirt or oil, eventually the repair will fail.

> You'd be hard pressed to find a car on the road that does not have paint chips and parking lot scratches.

The preparation process begins the day before you repair the paint chips and scratches.

The afternoon before starting your chip repairs, wash your car. After washing with your normal car wash, spray the areas you plan to repair with P21S Total Auto Wash, allow to sit for a minute, then scrub well with your sponge. P21S Total Auto Wash will remove all wax and oil from the paint. Dry your car thoroughly and put it away for the night.

After washing your car, make up several sanding pencils. Use a hole punch to punch out a few dots from the 600 grit wet and dry paper. Apply the sandpaper dots to the end of your pencil eraser with rubber cement. Allow them to dry over night. You will use the sanding pencils to scuff-up and clean out nicks.

To make a chip ready for touch-up paint, you must make sure it does not have loose edges, clean it and sand it. I use a toothpick to check the edges of a chip. If loose or lifted, I use the toothpick to knock off the loose paint. To clean, I like to use denatured alcohol or Prepsol and a foam swab. I

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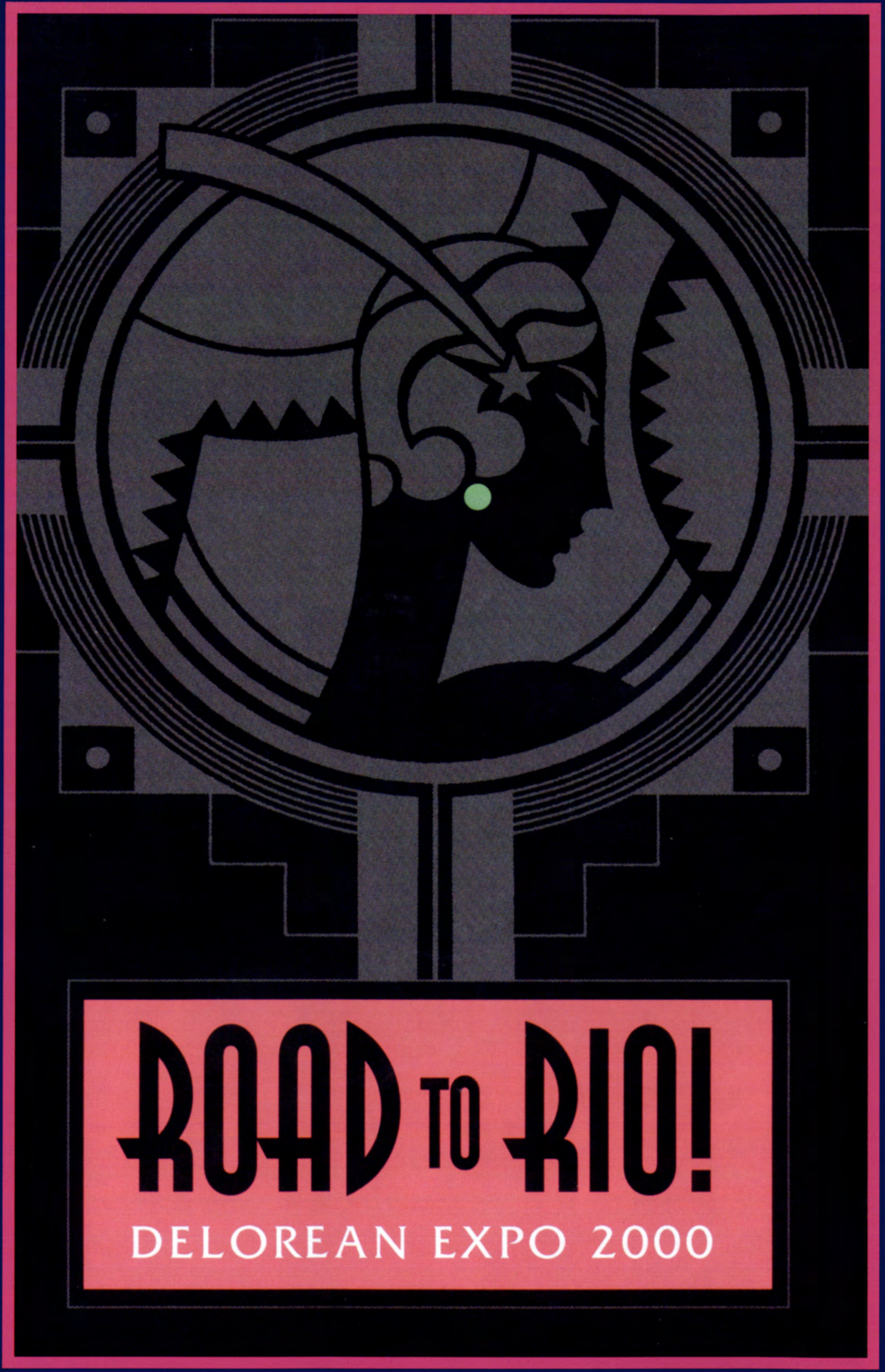

Story by Linda Porter, photos by Ray Haug, Barbara Scott, Trevor Johnson, Jim Hales, Mimi Breer, Don Sigler, Dave Johnson, Ron Ferguson and Mike Hanley

All roads led to Las Vegas and the Rio Hotel on November 9, 2000. Expo 2000 got underway Thursday morning with members and enthusiasts registering for the various events planned for the weekend. Registration is very enjoyable to watch, as friends from around the country and the world, greet those they have met at previous Expos.

Kicking off the weekend's activities was a busy and well-attended Welcome Reception that evening. Drawings for the many door prizes and raffle prizes, provided the back-drop for the excited conversations that filled the room. Sponsor for the reception was DeLorean Motor Center. Many reception attendees went on to attend the Rio's "At the Copa" show starring David Cassidy and Sheena Easton.

Friday morning started early with Turbo Manifold Company's Product Fair at the Hotel. Vendors were

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The Desert Princess Paddlewheeler pulls into dock.

Ed and Mary Krasicki

Dave Olds and Lois Hepp

Dave and Amy Baurle

ROAD TO RIO!

DELOREAN EXPO 2000

Bob Benedikt, left, sells Tatsuji Tsuji, a DeLorean owner from Japan, a "wingspan" of tickets.

Association president Linda Porter presents the Board of Directors Award to John and Joan Truscott.

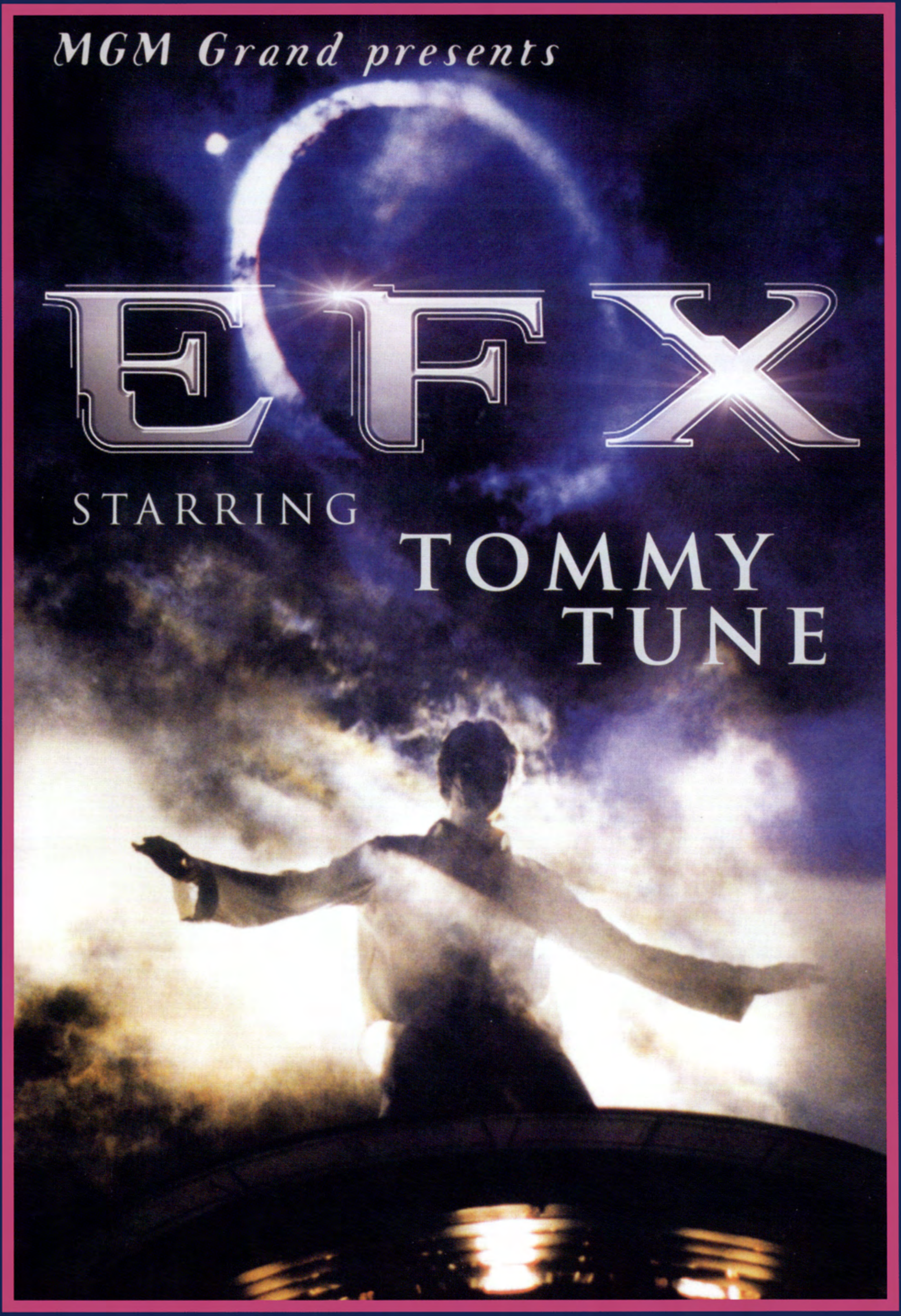
Don Sigler, left, and Chris Tollison.

From left, Julie Johnson, Brian Hamilton and Dave Johnson.

Dave Johnson, left, and Bob Benedikt, the two tallest at the DeLorean Expo 2000 Evening were in demand for those who bought "wingspans" of raffle tickets.

Amy and Montie Keaton.

Barb Cuzzrea, left, with Don and Nancy Steger.


MGM Grand presents
EFX
STARRING
TOMMY TUNE

EFX program.

ROAD TO RIO!

DELOREAN EXPO 2000

Wayne Ortenburger, Maria Castillo and Harry Ward.

The Pahrump Valley Winery

From left, top to bottom:

Ed Bernstein, emcee of the DeLorean Expo 2000 program;

Bill Whiting, Alice Cox and Anthony Patti;

A television reporter interviews Association president Linda Porter;

Brian and Dorothy Gates with Rob and Debby Grady;

Beverly Benedikt, Mary Lou and David Knudson.

kept busy with the many people who always attend this event. Even locals who were drawn to the hotel by the news of "DeLoreans in Las Vegas" came out to shop.

By lunchtime, everyone was ready to roll. Gathering in the special "DeLoreans only" area of the parking lot, drivers and passengers braved the blustery wind to collect their driving instructions and the first of the Poker Rallye envelopes, which held their cards for the contest. Destination for the day was Lake Mead and a tour of the lake on the Desert Princess, a paddle wheel boat that tours the lake behind Hoover Dam. More poker cards were handed out while on the boat, and everyone enjoyed the chance to visit, snack and even learn something educational about the area and the building of the dam. Though rather cold and windy up on deck, it was warm and cozy inside. Some lucky DeLorean owners even got a chance to steer the boat on it's way back to port! After the ride, everyone adjourned to the parking to take pictures of the many DeLoreans parked there.

DeLorean Motor Company sponsored the Road to Rio Reception and Banquet at the Rio that night, which was followed by a short bus ride to the MGM Grand Hotel to attend the 10:30 p.m. performance of "EFX" starring Tommy Tune.

Saturday morning brought a chance to take another "Road" trip. This time the Poker Rallye would take the drivers to Pahrump, a small

continued on page 29…

“Do you really think DeLorean One would come way out here?”

Of course. In fact, no matter where you live in the continental U. S., we’ll be there. We’ll pick up your car in our custom made DeLorean transporter, bring it to our service center, repair it and return it to you.

It’s easy and it’s economical.

We’ll save you money by doing the job right, and you won’t waste time and dollars limping your car back and forth to a distant service center.

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DELOREAN ONE

ROAD TO RIO!

DELOREAN EXPO 2000

continued from page 25

*Left to right:
Norvell and Alice Simpson with Loran Smith;
Hank and Mimi Breer at their booth;
Robert and Ginny Hillman.*

*Left to right:
Vivian and Leo Hycz with Cherie Milliron;
Charles and Carol Meisner.*

*Left to right:
Mike and John Kotnik;
George and Beverle Ray are presented with the original DeLorean artwork for which they were high bidders by Association president Linda Porter and outgoing product director Marcie Haug ;
Robert Lamrock, Brian Hamilton and Ray Haug.*

*Left to right:
Mike Hanley with Simeon Bethke;
Richard and Barbara Schmitz enjoying the Desert Princess cruise on Lake Mead;
Ryan and Dianne Gould with Robert Rodriguez.*

*Left to right:
Marcie and Ray Haug;
Leo and Vivian Hycz in their motor home, ready to head for DeLorean Expo 2000.*

town about an hour north west of Las Vegas. The route gave drivers the option of taking a loop tour through the Red Rock Canyon National Conservation area. At the higher elevation, it was cold and one could see that it was probably snowing a little to the north. But is was sunny and comfortable in Pahrump. In Pahrump, everyone gathered at the Pahrump Valley Winery for lunch and wine tasting. The last time DeLorean owners were there was 1991, and while the winery seemed unchanged, the surrounding area showed the population growth. What had been a narrow lane to the winery, with nothing along the way, was now a street with housing developments at every turn.

The road to Pahrump has also been improved since 1991 and seemed to be made for DeLoreans. Many of those DeLoreans and their drivers returned to the Rio to attend the Technical Seminar sponsored by P.J. Grady, Inc.

The day was capped off by the Expo 2000 Reception and Banquet sponsored by DeLorean One. During the reception, Board members John and Joan Truscott were presented an award for their many years of service to the DeLorean Owners Association. John has served as Membership Director for many years and Joan has been Treasurer. A few years ago she added the duties of Secretary to her resume. Both have given tirelessly to the organization and are deserving of the recognition. A bountiful buffet dinner was followed by the awarding of prizes, among them, the award for the longest distance driven by a DeLorean to Expo 2000. That honor was won by owner Lloyd Miles who drove his DeLorean from Oregon to Las Vegas. Keynote speaker for the evening was member Robert Lamrock, of Belfast, Ireland. Robert has organized the two previous EuroFests and has also planned the event for the Spring of 2001. The evening ended with dancing and plans to meet again.

MEMBER PROFILE

continued from page 13...

he ended up with it is both interesting and ironic.

It seems there were no DeLoreans sold in Northern Ireland during their production because they only used unleaded fuel. Robert says, "The only place you could get unleaded petrol in Northern Ireland was at the DeLorean factory. And they only used it to briefly run the engines and to drive the cars around the test track. "Of course, we have unleaded now but when I decided to buy a DeLorean here, I couldn't find what I wanted," he said.

He even had a friend search Europe for one that was for sale but they were either overpriced or in very poor condition. So after further research of his own, he came across a classic car dealer in Florida who found just what he was looking for - a very clean car for $15,000. The deal was even sweeter because the rate of exchange between the dollar and the pound was extremely favorable.

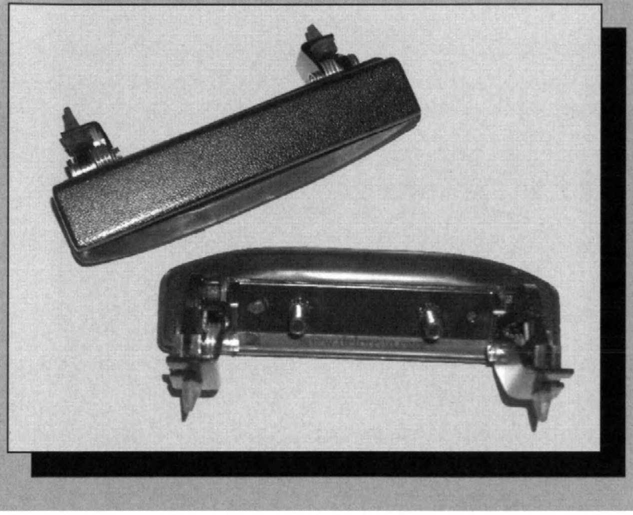
Robert explains, "The car came from Kansas City. It was taken to Virginia where it was driven onto a massive 'RORO' ship. This is a ship that travels from port to port, country to country just picking up and delivering cars. RORO means Roll On Roll Off. There are no containers involved but the shipping charges are much lower than container ships. It cost me $300 from Virginia to Liverpool. Normally, that would have been at least $1,500."

ROBERT IS VERY ENTHUSIASTIC OVER EUROFEST 2001.

He said, "This will be really nostalgic. It will be the 20th anniversary of our cars and probably the last time the test track will be there. The Expos are great but Eurofest will have a very international flair."

Robert's wife Valerie likes the DeLorean (her father also worked in the factory) but she often questions whether they need three cars. Although Robert started driving at 3, his two daughters, Fiona 13 and Felicity 10, are still a little young to get behind the wheel.

So, the topic of selling the DeLorean comes up at the dinner table now and then, but Fiona and Felicity are adamant. They do not want it sold! Felicity repeats, "Fiona and I are popular because you own a DeLorean, dad. We're famous for it."



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100579	Ext Door Handle Assy	$89.95
100579K	Ext Door Handle Assy (2)	$159.95

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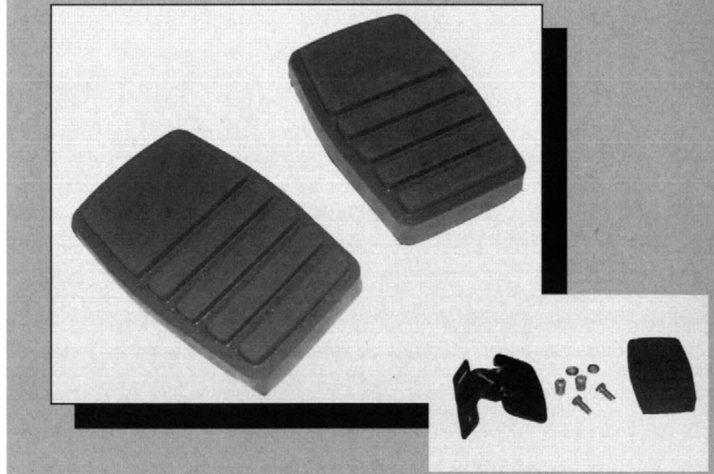

Rubber clutch/brake pedal pads have been unavailable for years. For manual transmission cars, or the dead pedal on either manual or automatic transmission cars. If you don't have a dead pedal on your car, a dead pedal kit is available as well.

101660	Clutch/Brake Pedal Pad	$21.95
114660	Dead Pedal Kit	$39.95

Factory dome lights have a plastic frame and lens that breaks and can actually melt! Our replacement dome light fixtures have a metal frame, glass lens and come complete with bulb. Replace either or both of yours once and never think about it again.

100540	Dome light, repro	$39.95
100540K	Dome light (pair)	$69.95

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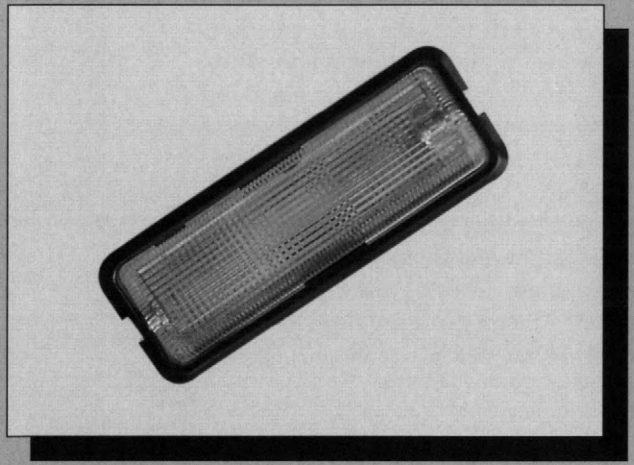
Oil pressure gauge pegged at 80psi when driving? Original sending units weren't calibrated for the gauge. We sourced out a new supply of these sending units that are correctly calibrated to the gauge. Now your gauge can read correctly.

102763	Oil Pressure Sender	$67.83

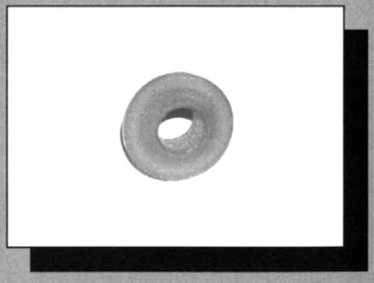


Original shift boots have a plastic mounting frame that invariably breaks , leaving you with a boot that flops around. Our improved metal frame and new leather boot solve the problem and dress up the interior as well.

100688	Shift Boot	$88.76

Does your steering column seem "loose"? The original steering column bushing was made of an inferior plastic that breaks over time. Our reproduction polyurethane bushing will fix the problem and has a lifetime guarantee.

101994	Strg Column Bushing	$24.94



GUIDE TO DELOREAN DETAILING

...continued from page 29

pour a little bit into a plastic cup and use a foam swab to clean the chip and surrounding area. Next, I use a sanding pencil to clean out the chip and rough-up the edges. Simply dip the sanding pencil into a cup of clean water, dab a few drops of water on the chip. Keep the area you sand as small as possible. Rotating the sanding pencil back and forth in your fingers 8-10 times should be enough to do the job. If the chip has exposed bare metal or if you can see rust forming, use the edge of the pencil erasure to remove the rust. When finished sanding the chip, dry it with a terrycloth towel and clean it again with Prepsol and a foam swab.

THE TOUCH-UP

Once the damaged areas are cleaned and prepared, you can begin the touch-up itself. If a chip exposed bare metal, you must primer the chip before the color touch-up. After mixing thoroughly, pour or spray a small amount of your primer into a plastic cup. Next, use a clean toothpick to apply the primer. I do this by dipping just the tip (2-3 mm) of the toothpick into the primer. If I get a blob, I wipe it back. Next, I touch the tip of the toothpick to the center of the chip and allow the paint to flow off of the toothpick into the chip. You will be amazed how well the capillary action works. If you prefer, you can use the #2 artist's brush. Do not allow the primer to overflow the sides of the chip. Allow the primer to dry for 2-3 hours. You can speed dry the primer with a hair dryer after allowing it to air cry for one hour. Simply wave the hair dryer 3-4 inches over the primered chip for 30-40 seconds. Do no touch the chips with your hand as the oils from your skin will prevent the color coat from adhering.

Now, mix your color-matched paint thoroughly and pour a small amount into a clean plastic cup. As with the primer, use a clean toothpick or #2 artist's brush to apply the color coat. Touch the toothpick or brush to the center of the chip and allow capillary action to pull the paint into the chip. Apply a small dab at a time and allow it to dry for 2-3 hours. You must repeat this process several times, so don't try to fill the chip in one pass. Apply several thin layers, and you will get much better results.

The color touch-up process is complete when you have applied enough coats to slightly overfill the chip onto the roughed up area surrounding the chip. Once you've filled the chip, allow it to dry for another 24 to 48 hours. The longer the better.

I'm often asked if it's necessary to apply a clear coat over chip repairs. I don't think it's necessary or adds any noticeable difference. If you get the proper touch-up paint from your dealer, it will match without using a clearcoat. However, if you're a purist in pursuit of perfection, substitute a clearcoat for the last 2-3 coats.

LEVEL AND BUFF

Until you level or mill the paint repair down to the same plane as the original paint, all you'll have is an ugly looking blob. This is easily done using the Meguiar's Unigrit Sanding Block, which helps remove sags and other isolated defects with surgical precision. Don't forget to soak it over night before use as the directions indicate.

To level your paint chips, use your finger to put a small dab of car shampoo on the chip repair for lubrication. Next, use the Unigrit Sanding Block to mill the high spot off of the chip repair. I always pull the sanding block towards me. Never rub it back and forth or in a circle. When the block dries out, dip it into your bucket of water again. Keep the area well lubricated with water and shampoo. The sanding block will dull the pain. Don't fear, as your polish will easily restore the luster. When the surface looks level, dry it with a clean towel and inspect with your finger tips. If you can feel a high spot, it needs more work.

The final step is to buff out the repair with a good hand polish. I like to use Eagle One Scratch Remover (a medium grit compound) followed by Meguiar's Hand Polish. Apply the compound or polish to a clean terrycloth towel or applicator pad, rub into the paint area using a short back and forth motion (not in circles), then buff out with a clean terrycloth towel. Tada! The blemish is gone.

The DeLoreans are Back in the Headlines again

continued from page 12...

DeLoreans bringing the number to 11. We took special care in spacing the cars and aligning them in a perfect line and opened all the doors. This soon became one of the favorite pictures to be taken at the show. Mark and Joyce Nolter took tons of pictures.

The show itself had at least 600 cars of every model and style imaginable. The day was a gorgeous 80+ degree day with lots of sun. We spent the entire day answering questions about the car and trying to get away to see all the cars that were there.

Two of the spectators who come to mind made the whole day worth while. A young 15 year old girl named Rachel went crazy over the DeLoreans and all of the owners had fun telling her about the car. Then we made her day when we let her sit in it. She came back time and time again. She has written to many of us already.

The other was a large group of families that really liked the DeLorean. One of the men in the group kept looking and looking at the car and finally asked if he could touch it. We said OK and then he asked how does the door work. He used my car and opened and closed it. The whole group was amazed. His son made the comment, "That's easy but how do you open it from the inside". I told him to go sit inside. Then close the door. As he closed the door, he was asking how do you open it and without hesitation we responded "Good Luck". He sat there puzzled for a few seconds while the whole group broke up in laughter. He then opened it to the applause of his group. This is what makes owning a DeLorean so enjoyable.

At 5:00, we all were hungry and went back to the hotel to freshen up then had dinner at Elliots, a famous restaurant in Evansville. The food was great. After dinner we all kinda went different directions with me heading for bed. I was beat. Some of the group headed out and checked out the nightlife in Evansville and gave Lincoln Nation a pre bachelor's party. He was getting married in two weeks.

The next morning we were going to meet at 8:00 but no one made it till 9:00. We arrived at the show and again a crowd began to form. Dennis Gage made a special trip over on his old BMW bike and posed with many of the owners and talked to us for a while. Then he asked if anyone had seen the morning paper, we all wondered what he was talking about. Well on the front page of the Evansville Courier in the Local section was a huge picture of our cars in a row shot through the cars so all you could see was interior after interior. What a great picture! Brandon Moody and Trent Bailey became instant Celebrities.

After all the excitement was over, we bought 10 copies of the paper. Marty Maier began to put his concourse judging hat on and asked to start looking at everyone's battery strap. Well for the next hour all everyone did was to work on the battery strap and the correct way it was to be installed. I was the only one to have it right (Thanks Rob). They took pictures, wrote down instructions and practiced a lot.

We were definitely appreciated at the show and all the attention we received from everyone was great.

> We spent the entire day answering questions about the car and trying to get away to see all the cars that were there.

The entire show was very well done and organized. My favorite was the Mopar Survivor Cars, which were 6 Chrysler cars that were totally original (no restoration at all). They were great. We had such a good time we decided to put it on the calendar for next year.

The main highlight came when Dennis Gage came back with a camera crew and began to interview the owners and set the cars up to take a lot of film. He darted between the cars while the crew filmed him through the tunnel of DeLoreans. He really likes our car and asked if we could get 24 cars there for next year. So the invitation is out. All of us there this year are planning on next year. We only need 13 more.

He repeated that the DeLoreans are the "Tradition" of the show.

The DeLoreans, while getting older and more classic, are being embraced by not only the original owners who saw the car at its conception but every age right on down to the 12 to 20 year olds. And surprisingly many of these around 20 year olds are buying the cars as their first car. Jonathan Helsop 18 has had his for a while and has been to many shows including this one. Derek Funk and Mica Fryman are the next generation of owners and it looks like the desire to own a DeLorean is growing as time marches on. It truly is a time machine.

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Odds & Ends

DMC Logo Emblem

All Automatic equipped cars after V.I.N. #004836 had a revised shift handle cover which featured this sharp looking emblem. Unfortunately the plastic distorts and peels in heat and sunlight. If you don't park the car outside it's ok but every car with over 2000 miles we've seen in the last few years is in need of one. The handle holds up fine but the emblem always seems to come unglued. We became weary of the usual plea "but I only need the emblem" so we decided to manufacture them from a better material. Yes they are pricey but unfortunately so was the tooling bill considering they only made a few hundred cars with this handle. An inch and an eighth round they also look great bonded to your tool box (you have one don't you!), paper weight or anything else within reason. Be imaginative, quantity discounts are available. Will not warp in heat and sunlight.

110103G
DMC Logo Emblem $9.49

DeLorean Reproduction Keys

These new reproductions are molded in high durometer rubber which allows some flexing and won't crack like epoxy copies. Besides the ignition key we have the door key for earlier two key systems with all black door locks (original equipment on V.I.N. #'s before 004188). These keys have ignition style molded heads because many owners don't like the original lighted keys bulkiness and tendency to fall apart. Together they are your "key" to starting and locking it up in style!

109100D	**Reproduction DMC Ignition Key**	**$21.95**
106244D	**Reproduction DMC Door Key (up to #004188)**	**$24.95**

Clutch and Brake Pedal Pads

New clutch, M.T. brake and dead pedal pads (if equipped) will dress up the foot well area and ensure safe operation of controls. Our recent reproduction run has allowed us to reduce the price of these previously scarce pads.

101660G	**Clutch, M.T. Brake, Dead Pedal Pad** **Also available as a complete kit**	**$17.50 ea**

• • • • • • • • • •

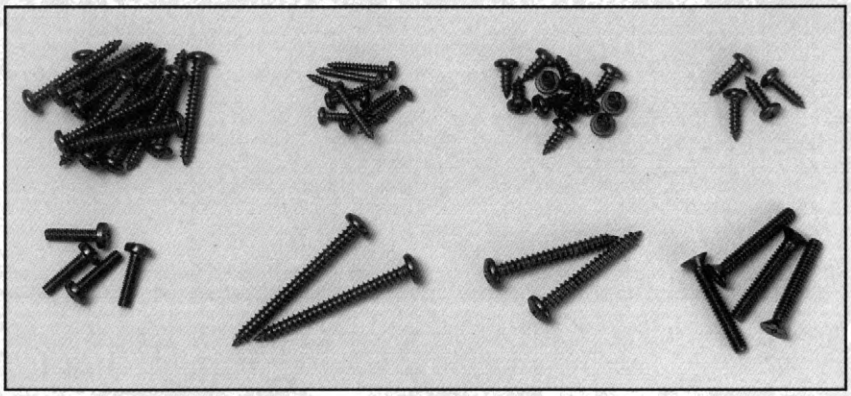
Black Stainless Exterior Lamp Screw Kit

Most exterior lamp screws used on DeLoreans are rust prone mild steel,except some tail lamp and front marker light screws, and have posidrive heads which look like phillips screws. These stainless screws won't rust and have phillips heads so they don't strip as easily. You can install this kit for less cost than a set of posidrive screw drivers and avoid rusted, seized screws when it comes time to change a bulb or circuit board. They'll look great forever. Includes rear license bezel mounting screws.

SB0100G Black Stainless Screw Kit, Exterior Lamp (48 Screws) $27.95

Also available but not shown

SB0200G	**Black Stainless Screw Kit, Trunk Inspection Covers** **Same features as above but 35 screws for brake, fuel pump and filler nozzle access covers**	**$14.98**
1FTBKIT	**Fuel Tank Plate Bolt Kit** **21 hardened plated 8mm and 15 stainless 6mm bolts and washers for the rust prone fuel tank plate total 57 fasteners.**	**$20.62**
1IMBKIT	**Intake Manifold Bolt Kit.** **44 hardened and plated 7mm and 8mm bolts and washers**	**$24.65**



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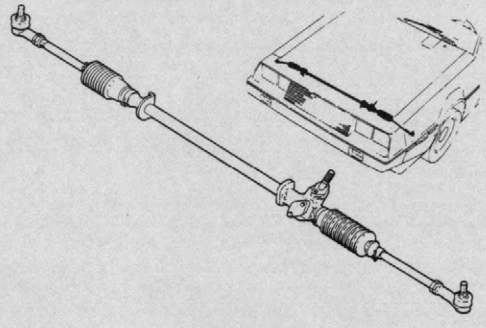

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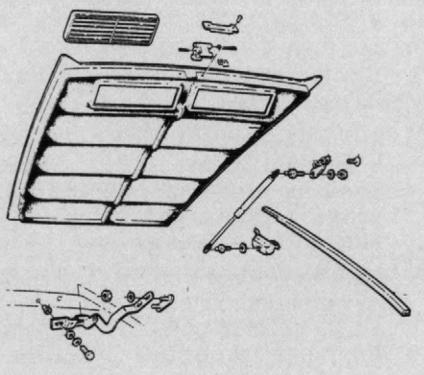

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1981 DeLorean vin # 5104, 14,700 miles, started & driven regularly, grey interior, good condition, 5 speed, $20,000. (208) 743-1707, or bud@lewiston.com

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1981 DeLorean vin # 3297, Grey interior, 5-speed, 18,000 miles. Excellent condition, garaged, all manuals $17,000. East Hartford, CT 860/528-1562 or nervy@aol.com

1982 DeLorean, 13,400 original miles, automatic, gray interior, great shape. Call 858-481-1519 for details and to see. (LA)

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1981 DeLorean # 2620, black interior, automatic, excellent original, 22,000 miles, new tires, never damaged and now in storage. Must sell , $16,500 OBO. 540-434-3465 or 540-487-7670

1981 DeLorean - Sharp California car painted Porsche red! Gray leather. Rear wing. 5 speed. New tires. Custom painted factory wheels. Upgraded stereo. 84K gentle miles. Professionally maintained by DeLorean Motor Center. Real head turner! Only 15,900. Why pay more? George 818-368-8338 (LA)

1983 DeLorean vin scedt26t3ddo16459, 5 speed, gray leather, 22k miles, driven regularly. $14,900. Central Florida 352 /753-8680 or artk@hitter.net

1981 DeLorean VIN # 2879, 31,000 miles, driven and serviced regularly, garaged indoors. Automatic, black interior, original storage webbing. Initial hood design with fuel filler cap and parallel indentations. All manuals, car care kit, 12 CD changer, and memorabilia. Excellent condition. $25,000. Call 316 / 689-0981.

1981 DeLorean vin # 4222, gray, 5-speed. One owner, never damaged, always garaged, Arizona. 56k miles DeLorean One serviced, latest June 2000. $22,500. 480/595-9020.

1982 DeLorean, VIN # 110403, approx, 2500 mi, always garaged, recently overhauled fuel injection system by European cm specialist, new Yokohama tires, new door lift cylinders, all shop manuels, new battery, 5 spd , gray interior, $22,500., contact Mike Murdick, 317-738-0775, Email mdavid646@aol.com

1981 DeLorean, vin # 1000 (499th built!) 5-speed, black leather seats with gray carpet. All original, serviced by an ex-dealer in Boulder, CO. Always garaged and covered, excellent condition, +/- 26,000 miles. Additional items include original car cover with bag and car-care kit, parts and service manuals, a few extras, eg. bra. Availability will be in June/July, 2000.Sale price will be $27,000 or best offer. Contact Scott Myers at 971-4-349-2918; fax is 971-4-344-4165, or e-mail slmyers@emirates.net.ae

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1981 DeLorean 5000 miles, 5-speed, always garaged, mint condition $22,500. 402/436-3112

1981 DeLorean VIN: 5164, Manual 5 speed, Miles: 38,242, Interior color: Dark grey, Owned since: 1997, Located in: Toronto, Canada. Special Features: Very good condition, clean and from our knowledge still has all factory installed components. It has twin turbo which is a unique feature. Always garaged. A member of the DeLorean Qwners Association, and a technical manual is included. Price: $18,500US Phone 905-274-5774 or templtn@wave.home.com

1983 DeLorean, VIN # 16135. Original owner. 69k miles, 5 speed, gray interior W/ silver gray DMC Sheepskins, 165 MPH, Shop manuals, DMC car cover, sun screen for windshield, Tinted H.L. covers, Lowered F & R, Regular service & maintenance by D- One, $22,500.00 O.B.O. *** 805-964-6938

1981 DeLorean, Vin # 2438, automatic, grey, 60,000 miles, all original, runs great, 16,500. NJ area 856-722-6410

1981 DeLorean. 8712 miles vin # 5769, 5 speed, gray interior, always garaged. Needs left front fender (accident) also needs tune-up and electrical work. Must sell 15,000 OBO. 201-894-1685 (NY/ NJ area) - Gus or xiotaki@aol.com.

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DeLoreanWorld

DeLorean World, Volume 18, Number 1; Winter 2001

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The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

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Please send all DeLorean World articles and photographs directly to the editor:
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Text is preferred in Microsoft Word Mac format on a 3.5" disk.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37):·The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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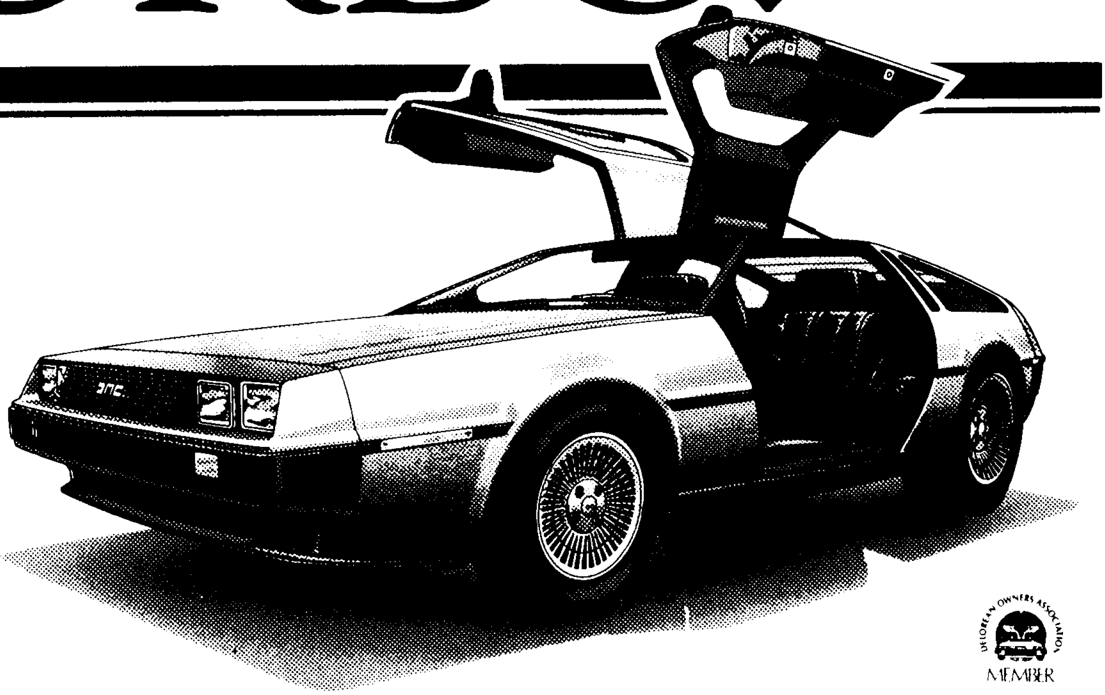

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